

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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1. A trip made down the Danube permitted [] to observe nearly all river boats going up the river as well as at the quay in Bulgarian ports (with the exception of Ruse which was partly invisible) and in several Rumanian ports, at the following times and places:

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- a. From Lom to Ruse: 26 August 1953, from 8:00 a.m. to 10:00 p.m.; and
b. From Ruse to Silistra: 27 August 1953, from 7:00 a.m. to 4:00 p.m.

2. The following ships were noted:

- a. Lom, at the quay:

- The Czech tug SARIS with two barges of the C.S.P.D. []
- The RUSE motor barge of the B.R.P. []

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- b. Tsibŭr, at the quay:

- The motor barge SOMOVIT, of the B.R.P., loading wheat.

- c. Kozlodui, passing:

- The Czech tug POLANA, towing nine barges of the C.S.P.D., one of which was loaded with ores.

- d. Beket, at the quay:

- Three barges of the S.R.T. []

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- e. Zagrazhden, at the quay:

- The MK VARNA,¹ of the B.R.P. This is a type of motorboat.

25 YEAR RE-REVIEW

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-2-

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f. Zagrazhden, passing:

- A Rumanian tug towing one barge of the N.F.R. loaded with lumber and three barges of the S.R.T.
- A Rumanian tug towing two barges of the S.R.T.

g. Somovit, at the quay:

- Nine barges of the C.S.P.D.
- Four barges of the S.D.G.P.

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h. Somovit, passing:

- The Rumanian tug ARKHANGELSK towing three barges of the S.R.T.
- The Soviet tug KRASNODAR towing six barges of the S.D.G.P.

i. Turnu Magurele, passing:

- A small Soviet boat.

j. Standing in the middle of the river:

- A barge of the B.R.P.
- A dredge.

k. Svishtov, at the quay:

- Barge [] of the B.R.P.
- One barge of the S.D.G.P.
- Four barges of the M.Sz.H.R.
- Four unidentified barges.

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l. Svishtov, passing:

- One Czech tug towing eight barges of the G.S.D.P.
- One Bulgarian tug towing three barges of the B.R.P.

m. Ruse, at the quay:

- Seven barges of the G.S.P.D.

n. Ruse, in the port:

- The Bulgarian tug SHUMEN, towing a barge of the C.S.P.D.
- An unnamed tug towing the barges SHABLA and []
- The Soviet tug BRYANSKI towing one barge.
- The small Bulgarian tug LABETS.

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o. Giurgiu, passing:

- A Soviet tug towing six barges of the S.D.G.P.

p. Giurgiu, at the quay:

- A dozen Soviet and Rumanian barges.

q. Tutrakan, at the quay:

- Barge [] of the B.R.P..

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-3-

- The motor barges SILISTRA and ORYAKHOVO of the B.R.P.
- A Bulgarian tug.

r. Popina, at the quay:

- Barge [] of the B.R.P.

25X1

s. Popina, passing:

- The Rumanian tug CHERNIGOV, towing three barges of the S.R.T., one of which was loaded with lumber.

t. Silistra, at the quay:

- Barge [] of the B.R.P.

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3. The SARIS and POLANA of the C.S.P.D., ARKHANGELSK and CHERNIGOV of the S.R.T., and KRASNODAR of the S.D.G.P., all of the same type, are propelled by a paddle-wheel in the middle of the boat. The other tugs listed above are of the standard propeller type, of various dimensions, but all smaller than the paddle-wheel type of tug.
4. The best barges are those of the C.S.P.D. All of the same type, they are 50 to 60 meters long and equipped with one (or more often two) 1-ton cranes. They appear to be new, or at any rate are very well maintained.
5. The Bulgarian motor barges RUSE, SOMOVIT, SILISTRA, and ORYAKHOVO all appear to be of recent construction. They are about 50 meters long and have a command bridge but no stack. They are equipped with one 1-ton crane and are well maintained.

[] Comments:

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1. The MK VARNA was known to be under construction at Ruse. MK corresponds to "Motoren Korab" (motorboat), and the expression is applied to all sorts of boats.
- . The composition of the B.R.P. fleet is as follows:
 - a. Passenger boats.
 - b. Motor barges (chalands automoteurs): In addition to the four motor barges listed above (the RUSE, SOMOVIT, SILISTRA, and ORYAKHOVO) should probably be added the LOM (called a "chaland à moteur"), the TUTRAKAN (called a towing barge), and undoubtedly also because of the similarity of name (a series of Bulgarian Danube ports) the VIDIN, NIKOPOL, and SVISHTOV.
 - c. Tugs: Five Bulgarian tugs, all of the propeller type, were observed: the SHUMEN, the LABETS, two unidentified tugs (one passing Svishtov on the evening of 27 August 1953 and one seen at Tutrakan in the afternoon of 28 August 1953), and one unnamed tug (seen at Ruse the morning of 28 August 1953).

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-4-

25X1

The following table shows all boats observed

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<u>Company</u>	<u>Flag</u>	<u>Barges</u> <u>at quay</u>	<u>moving</u>	<u>Tugs</u>	<u>Total</u>
B.R.P.	Bulgarian	12	3	5	20
S.R.T.	Rumanian	8	11	4	23
C.S.P.D.	Czech	19	17	3	39
S.D.G.P.	Soviet	11	12	3	26
M.Sz.H.R.	Hungarian	4	--	-	4
N.F.R.	?	--	1	-	1
Unidentified	Unidentified	4	--	-	4
TOTAL		<u>58</u>	<u>44</u>	<u>15</u>	<u>117</u>

102

This table shows that the C.S.P.D is the best represented in quantity, as well as quality, on the Lom-Silistra section of the Danube. This is a new tendency. In fact, previous observations, going back three and four years, had made evident the insignificance of the Czech fleet on the Bulgarian-Rumanian section of the Danube River.

The table below shows the amount of traffic

since 1949:

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<u>Flag</u>	<u>Vidin-Ruse Section</u>		<u>Lom-Ruse Section</u>		<u>Ruse-Silistra Sec.</u>	
	<u>June 1949</u>	<u>May 1950</u>	<u>June 1949</u>	<u>Aug. 1953</u>	<u>June 1949</u>	<u>Aug. 1953</u>
Bulgarian	7	17	6	14	4	6
Rumanian	16	13	16	14	10	9
Czech	4	5	4	39	--	--
Soviet	8	14	8	14	13	12
Hungarian	10	10	10	4	--	--
Others	1	--	1	1	--	--
Unidentified	9	--	8	4	--	--
TOTAL	<u>55</u>	<u>59</u>	<u>53</u>	<u>90</u>	<u>27</u>	<u>27</u>

The table above shows that the only notable variation is the increase of Czech boats between Lom and Ruse since 1950, which corresponds generally to the total increase of traffic on this section of the river.

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